

The Transportation/Land Use Link: The Smart Growth Alternative

Transportation Summit
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Many Land Use Decisions Affect the Transportation System

1. Land Use Arrangement

- Mixed or isolated uses/densities
- Number & length of vehicle trips
- Densities to support or not support transit
- Consideration of road capacity in planning



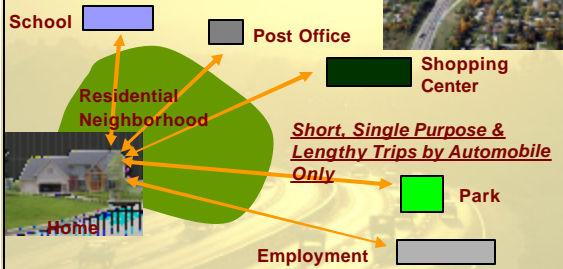
2. Design Decisions

- Promotion of non-motorized travel
- Outdated road design standards
- Access control



Isolated Land Uses & No Mode Choices

Low-Density cannot support transit
No pathway system

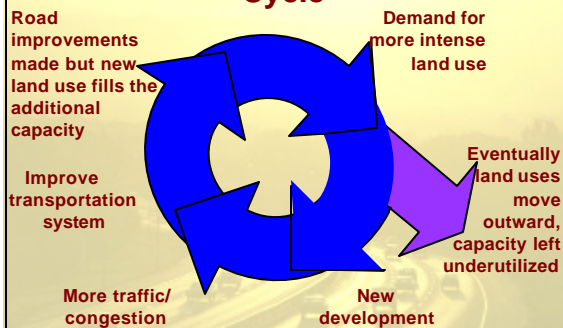


Alternative Arrangement & Systems

- Shorter trips
- Options for non-motorized travel
- Possibility of multi-purpose trips
- Possibility of transit increased



Typical Land Use-Transportation Cycle



Typical Land Use Planning & Development Decisions in Michigan

- Do not consider implications on the transportation system
- Do not effectively involve MDOT, MPO's, road commissions, or adjacent communities
- Constrained by law/case law
- Public officials are unclear about their role & authority



ITE - Smart Growth Principles

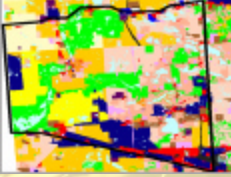
Bring transportation need & development into better balance to create livable communities through:

- Job/work force/housing balance
- Compact/complementary mix of land uses
- Building upon existing infrastructure
- Economic viability
- Attractive design
- Environmental sensitivity
- Choices of travel modes
- Fiscally sustainable over time



Smart Growth Land Use Policies

- Consider roadway capacity in land use planning
- Arrange land uses to reduce trip lengths
- Promote mixed uses to reduce # of trips
- Direct development to locations where road capacity exists or where roadway improvements are planned
- Density or nodes to support transit



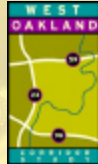
Promote Community-Wide Long Range Land Use/Transportation Plans

1. Collaborative process-MPO, adjacent communities, multi-agency
2. Inventory existing conditions
3. Identify future conditions (including modeling)
4. Evaluate alternatives & recommendations
 - Land use changes, patterns & intensity
 - Transportation improvements
 - Public input
 - Cost/funding



Corridor Management Plans & Committees

- Corridor-wide approach to major development proposals
- Coordinate access reviews, R.O.W issues & improvement
- Promote unified design
- Increase funding opportunities
- Models: East Beltline, M-59 (Livingston Co.), M-11, West Oakland Corridor, MDOT Access Mngt. Projects, Orchard Lake Road Committee



Bypasses

- Many under consideration in Michigan
- Controversial & expensive
- Need often tied to land use decisions
- Impact depends upon land use & access controls along new route



Transit Friendly Design

- Density to support mass-transit
- Land use patterns
- Site Plan Review guidelines
- Pathways to adjoining sites
- Connections to bus stops



Non-Motorized Transportation- Walkable Communities

- Emphasize pedestrians
- Reduction of dependence on autos
- Give people places to walk & bike
- Links between residential areas
- Links to commercial areas, schools, recreational facilities
- Combined bike & pedestrian trails/paths



Street Connections

Educate officials on long-term implications of street connections versus numerous cul-de-sacs

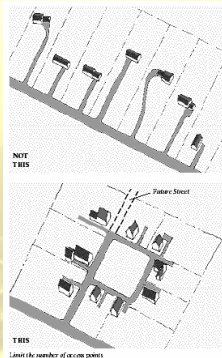


Traffic Impact Studies

- Promote Michigan's recommended practice
- Train local officials & staff on use
- Use information to evaluate development proposals & determine improvements needed

Access Management - What is it?

- Cost effective, simple way to preserve capacity & reduce crashes
- Manages the number, location, spacing & design of access points, median crossovers & traffic signals along major roads



Right-of-Way Preservation

- Allows more funds for improvements/maintenance
- Avoid "takings"
- Expedites improvements
- Require with SLU's & PUD's
- Coordinate with Road Commission/MDOT
- Example: M-59 Widening Project in Livingston Co.



Density transferred to remainder of parcel

Context Sensitive Road Design



Traffic Calming Objectives

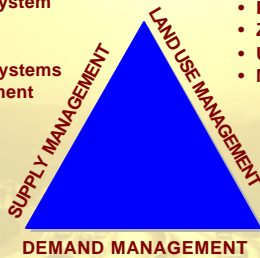
When traditional methods do not work...

- Retain neighborhood character
- Slow vehicle speed
- Discourage cut through traffic
- Improve safety
- Improve pedestrian environment



Transportation Planning

- Roadway Improvements
- Transportation System Management
- Intelligent Transportation Systems
- Access Management
- Transit
- Non-motorized



- Planning
- Zoning
- Urban Design
- Mixed Use

- Alternative Work Schedules
- Alternative Modes
- Employer Support Programs
